

\$100,000 AIR RACE FOLLOWS OFFER OF PULITZER TROPHY

Aero Club Accepts Plan for
Aviation Classic Devised by
Publisher of The World.

NATION'S DEFENSE AID.

Enthusiasm Instantly Aroused
by Proposal of Huge Aero-
plane Competition.

A National Aerial Derby, which will be the annual classic of aviation in America, and which is expected to rival the great events which stimulated European development of aeronautics before the war, is announced today by the Aero Club of America, which has set aside as first prize \$100,000 from the National Aeronautics Fund.

Ralph Pulitzer, publisher of The World, who devised the plan for a national competition and laid it before the Aero Club on May 2, has offered a silver trophy, which the first prize will supplement.

This year's contest, which will take the form of a transcontinental airplane race from New York to the Pacific Coast late in August or early in September, probably will be worth more than \$100,000 because of additional cash prizes contemplated by the authorities of the Aero Club. It is expected to be the greatest aeronautical event in the history of the United States.

IS IMPORTANT MOVE FOR DEFENSE OF NATION.

Mr. Pulitzer's trophy has not been designed, but he has indicated that it shall be in keeping with the importance of the country's greatest aeronautical event. His purpose in offering the trophy are:

To quicken America's awakening interest in the science which Americans first developed and gave to mankind.

To induce equipment and train-

ing of military and civilian aviators for national defense.

To demonstrate the practical use of aeroplanes for transportation of passengers and mail.

To open the first transcontinental aerial highway.

In a letter to President Alan R. Hawley of the Aero Club, in making the offer, Mr. Pulitzer wrote in part as follows:

"We, as a people, are trying to follow a royal road to learning, waiting until, having skipped all the intermediate experimental types and having saved the 'waste' of evolutionary mistakes, we can at the end of the war adopt the full-fledged aeroplane that will have been perfected by all the lessons of the war.

"If we follow this theory we shall undoubtedly save money and effort, but what shall we sacrifice in the experience and traditions of the air?"

"In the meanwhile France and Great Britain have over 3,000 licensed aviators each, every one of these being allowed three aeroplanes. We have, I am informed, less than fifty trained military and thirty naval aviators, and of our 200 civilian licensed pilots only about a dozen have made cross-country flights of 100 miles, and not one has had military training.

"It seems the irony of fate that the country of Langley, the Wrights, Curtiss and other pioneers who may be said to have given the world wings lags last where it ought to be first.

"I believe that with sport coinciding with patriotic purpose a proper inducement to encourage cross-country flying will stimulate a movement which within a short time will train aviators, evolve types of aeroplanes suitable for every-day purposes, and will cause the establishing of permanent landing stations throughout the country, which will do for aviation as much as good roads did for automobile-riding.

"The thing to be done, it seems to me, is to hold an annual aeroplane competition for flying across country. If possible, there should be a transcontinental aeroplane competition, in which sportsmen, military and civilian aviators can participate. This should be done this year, if possible.

"After mentioning the several prizes which The World has donated to aeronautical contests, Mr. Hawley wrote in reply:

"This is a remarkable record, of which The World can be very proud. Few newspapers and, likewise, few individuals and organizations have faith in aeronautics in those days. Those men who co-operate in making this competition a success will feel as gratified in a few years as we feel when we look back to only a few years ago."

WAR OF WORDS NOW, REAL BATTLE LATER, IN CLOAK STRIKE

Meaningless, Bitterly Phrased
Manifestoes Come From
Both Sides.

NO CHANCE FOR PEACE.

Bosses May Try to Open
Shops in June, and Then
Trouble Will Come.

Most of last week was spent by the contestants in the lockout and strike of the cloak and skirt industry in verbal attacks—the use of a lot of meaningless words which seem to have been the preliminary rounds to what is promised to be the liveliest struggle waged in recent years between the union and the Manufacturers' Association. The hit-you-first, hit-you-later policy will get a sudden jolt about the middle of the present week.

The Employers' Association has about completed its programme and then the fight will be on in earnest. Benjamin Schlesinger, President of the International Garment Workers' Union, is in Washington conferring with Samuel Gompers of the American Federation of Labor. It is understood the Federation will back the strikers with its purse and moral support. The employers have rejected the suggested informative plans of the Women's City Club, headed by Mrs. Gifford Pinchot. Now most of the women have allied themselves with the strikers and will shortly be found on the picket lines.

INDUCEMENTS FOR PEACE
HELD OUT BY BOSSES.

The Evening World has been informed that the association expects public sympathy to change considerably when it makes public, as it will some day this week, a statement of its plans for the future.

Here are some of the important points on which the association manufacturers have agreed:

1. The resumption of business about the second week in June.

2. Formal invitation to the strikers to return to work on new terms, printed in English, Yiddish and Italian.

3. Increase of approximately 20 per cent. to week workers.

4. Minimum weekly wage for piece workers.

5. Industry to be conducted on open shop basis.

6. No recognition of the International Ladies' Garment Workers' Union, on the ground that it is irresponsible.

7. A considerable reduction of the working hours, with a specified scale for overtime employment during the rush season.

8. Abolition of shop chairman and price committees.

By terms such as are here given the association hopes to break the backbone of the strike. Responsible manufacturers told a reporter for The Evening World that the association has no intention of breaking up the union; that it is aiming simply to conduct its business as it "thinks best for the interest of all concerned."

It will suggest an agreement with the workers generally on the above basis and sign such an instrument, provided it is backed up by the American Federation of Labor as signatory for the workers—that is, if a collective bargain is desired. But the intention is to start up business the second week in June without consultation with officials of the union or its strike settlement committee.

NUMBER OF MEN OUT NEARER
45,000 THAN 65,000.

This, of course, will be the signal for hostilities. By that time many of the strikers will be glad to return to work. This much the union officials realize. There will be a break in the ranks. But the strongly unforgotten forces will stick, picketing will begin, and the customary old-fashioned strike with street fights is looked for. The association has made arrangements to protect the workers who may return. About 4,000 private detectives are said to have been hired.

It appears that there has been considerable exaggeration of the actual number of strikers. Some union officials have claimed close to 65,000 strikers. The census of the association shows that shortly before the lockout there were exactly 22,000 men and women employed in these shops at the height of the busy season. The independent shops employ about the same number, probably more.

The total number of workers in the entire industry, according to labor statistics, is approximately 45,000.

The manufacturers figure that a 20 per cent. increase in wages and the shortening of the working hours would mean taxing their membership about \$1,000,000 a year.

Ben Schlesinger said he had no doubt the association would attempt to start up soon. "Let the association go ahead. It cannot break our ranks to any extent," he said. "I have no doubt that it will get a few men. But it will discover that the bona fide union members, who believe in organization, cannot be deceived out."

Mexican Favor to Berlin Here.

On the Ward liner Monterey, which arrived here yesterday from Mexican ports, was Mexican Minister Zubaran, newly appointed representative of the Carranza Government to Berlin. He was accompanied by several Mexican business men who are going to Germany.

Countess Shot Six Irish Rebels Who Refused to Obey Her Orders



In Man's Clothing, Woman
Leader Used Revolvers to
Urge Followers On.

How Countess Markiewicz, sister of an Irish baronet, in man's clothing and flashing a brace of revolvers, led an attack on the Shelbourne Hotel, in Dublin, during the Sinn Féin uprising and one night shot six of her followers for refusing to obey her commands, was told by Dr. Cecil G. McAdam of Melbourne, Australia, who arrived here yesterday from Liverpool on the American liner Philadelphia.

Dr. McAdam, attached to the Royal Medical Corps of the British army in the Balkans, was in Dublin on a visit when the uprising occurred. He was stopping at the Shelbourne Hotel, on St. Stephen's Green, where the eighty

VILLA LEADER KILLED IN NEW FIGHT WITH UNCLE SAM'S TROOPS

(Continued from First Page.)

guiding its future course toward Mexico was presented to-day to Secretary of War Baker by Gen. Scott, Chief of Staff.

He reported that while Gen. Obregon at El Paso had refused to put down Mexican co-operation terms in black and white he offered assistance that will be helpful, provided there are no outbreaks among detached Carranzista garrisons.

His report tended to confirm the optimism of the last few days, though he included in it the opinions of many El Pasoans that a general house cleaning by the United States within Mexico will be necessary ultimately.

Stories that the American lines are threatened by Carranzistas were doubted by army men. The 1,500 Carranzistas below the Big Bend are there by express agreement to assist in rounding up the Bouquillas and Glen Springs raiders.

"Gen. Scott is in a very optimistic frame of mind," said Secretary Baker after his brief conference with the Chief of Staff. "It seems to think a favorable situation has been created."

The War Department was without confirmation regarding reported raids or attempted raids.

Antonio I. Villarreal to-day denied charges of Mexican Ambassador Arredondo that he instigated the recent raids in the Big Bend Texas district, and that he is concerned in border plots to force intervention.

Villarreal called the accusations slanderous and absurd. He counter-charged the Carranza Government with seeking "to suppress him at any cost." He said the de facto government recently failed in efforts to have him deported as an undesirable foreigner.

It was said officially at the State Department that no suggestions, either formal or informal, had been made by the South and Central American diplomats in a conference which preceded the recognition of the Carranza Government by the United States that their government would view with approval intervention in Mexico by the United States. The conference voted unanimously for recognition of Gen. Carranza.

American oil operators at Tampico have asked the State Department for further protection. Official advice said military activities of troops under Gen. Nafarrete had caused increased alarm among the foreign oil firm at Tuxpan for a warship is under investigation by the State Department.

While Gen. Carranza awaits a report from Gen. Obregon, further negotiations between the two governments are postponed. Gen. Obregon now is en route to Mexico City to report to Gen. Carranza.

Eliseo Arredondo, Gen. Carranza's Ambassador here, said to-day he did not expect new instructions from his Government until Gen. Carranza had met Gen. Obregon. It was thought probable Mr. Arredondo would receive instructions this week.

State Department advice to-day said most of the Americans in the San Luis Potosi district had secured transportation either to the Mexican coast or to the United States. Only forty-eight remain. None is destitute.

The Consul at Manzanillo said arrangements had been made for Americans desiring to leave that port. Steamers will leave for California with refugees on May 25 and June 16.

The situation at Piedras Negras is improving. Train service there is irregular because of a strike of railroad employees.

GEN. OBREGON SENDS HIS TROOPS TO BORDER TO JOIN BANDIT HUNT.

TORREON, May 15.—Gen. Obregon, on his way back to Mexico City, is pleased with the result of his conference with Gen. Scott in El Paso. He said he thought the Mexican and American authorities would soon reach a working agreement.

If there is trouble, he said, it would be due to the machinations of political enemies on the frontier.

Every Carranza soldier that can be spared, he added, was already on the way to the border to assist in hunting down the Villa rebels.

PIMLICO ENTRIES.

RACE TRACK, PIMLICO, Md., May 15.—The entries for to-morrow's races are as follows:

FIRST RACE—Maiden two-year-olds; four and a half furlongs.—Straight Forward, 110; N. K. Deal, 110; Gloriosa, 107; Fox Trot, 107; Monopoly, 110; Radiant Power, 110; "First Lady, 107; "Youngster, 110.

SECOND RACE—The Mt. Washington Stakes; four-year-olds and upward; two miles.—"Maiden II," 145; "Starlighter," 145; "Maiden III," 145; "Starlighter," 145; "Maiden IV," 145; "Starlighter," 145; "Maiden V," 145; "Starlighter," 145; "Maiden VI," 145; "Starlighter," 145; "Maiden VII," 145; "Starlighter," 145; "Maiden VIII," 145; "Starlighter," 145; "Maiden IX," 145; "Starlighter," 145; "Maiden X," 145; "Starlighter," 145; "Maiden XI," 145; "Starlighter," 145; "Maiden XII," 145; "Starlighter," 145; "Maiden XIII," 145; "Starlighter," 145; "Maiden XIV," 145; "Starlighter," 145; "Maiden XV," 145; "Starlighter," 145; "Maiden XVI," 145; "Starlighter," 145; "Maiden XVII," 145; "Starlighter," 145; "Maiden XVIII," 145; "Starlighter," 145; "Maiden XIX," 145; "Starlighter," 145; "Maiden XX," 145; "Starlighter," 145; "Maiden XXI," 145; "Starlighter," 145; "Maiden XXII," 145; "Starlighter," 145; "Maiden XXIII," 145; "Starlighter," 145; "Maiden XXIV," 145; "Starlighter," 145; "Maiden XXV," 145; "Starlighter," 145; "Maiden XXVI," 145; 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